

Residential Permit Parking for New Development Policy

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Updated – June 1, 2017

Purpose:

This policy outlines when residents of new development should be ineligible to obtain residential parking permits.

Policy:

Future residents of a development within an existing residential parking district with more than 10 units that is reviewed through an SUP, DSP or DSUP are *not eligible* for obtaining a City issued residential parking permit when either of the following conditions exist:

1. The average on-street parking occupancy is 85% or higher at the time of approval.
2. More than 50% of the total occupied ground floor street frontage is a non-residential use.

Additional Details:

Average On-Street Occupancy:

- Average occupancy will be determined based on parking conditions surveyed prior to the development's review by Planning Commission and City Council (if an SUP or DSUP).
- Parking occupancies will be reviewed with the transportation study for the development during the assumed peak hour and day of the week for the area. Specific survey times and blocks to be surveyed will be determined during the transportation study scoping process.
- The average occupancy will be taken of the number of spaces occupied over the number of spaces surveyed for all applicable block faces within one block of the development. Along block faces without delineated parking spaces, the applicant will assume that a parking space to be approximately twenty (20) feet of curb length, and avoiding restricted areas (e.g. fire hydrants, proximity to intersections, etc.). The Director of T&ES or his/her designee may adjust block faces to be surveyed to address specific circumstances of the parking near the proposed development.

Ground Floor Street Frontage:

- The percentage of non-residential street frontage will be determined using the preliminary site plan.
- Non-occupied spaces such as garages and mechanical areas will not be included in the percentage.
- Residential lobbies shall count as residential frontage.

Application:

At this time the City Code does not allow properties to be removed from a residential permit parking district as part of the development review process. However, staff plans to include this provision as part of the update to the City Code later this year and any developments meeting this criteria would then be removed from the district administratively. In the interim, any developments that are ineligible for residential parking permits will include language in the conditions of approval that restrict residents from obtaining permits until the Residential Permit

Parking District Map is updated to remove the property from the district. If parking conditions change or the building is modified, the affected residents may submit a petition pursuant to Section 5-8-75 to be considered for inclusion in an adjacent permit parking district.

RPP signage will not be permitted on block faces adjacent to the development. The development's SUP/DSP/DSUP conditions will require HOA documents and/or rental agreements to notify residents that they are not eligible for residential parking permits.

Timeframe:

Staff will review the effectiveness and impacts of this policy after at least five (5) years after implementation.